

THE CELEBRATED
BLATZ
MILWAUKEE
BEER
In cases of 10 dozen
Pints, \$28.00
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

THE
KING OF SCOTCH
WHISKIES
KING EDWARD VII.
LIQUEUR GOLD LABEL
\$21.00 Per Dozen
KING EDWARD VII.
SPECIAL WHITE LABEL
\$16.50 Per Dozen
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

No. 14,752 號式十五千七四萬一第 日八十月六年十三華光 HONGKONG, THURSDAY, JULY 20TH, 1905. 四年禮 號十二月七年五零百九千一英港香 PRICE, \$3 PER MONTH.

E BLEND
VERY OLD LIQUEUR
SCOTCH
WHISKY.
A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS.
[a1342]

CUTLER, PALMER
& CO'S

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$4.50 per Cask, 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

NOTICE

GEO. FENWICK & CO., LD., Engineers,
etc., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 32; approximate area 49,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

NOTICE

TYPEWRITERS CLEANED and RE-
PAIRED by a First-class Mechanic.
Apply—
T. C. SWABY,
4, Queen's Road Central.
Hongkong, 4th July, 1905. [1596]

HONGKONG TYPEWRITING BUREAU

4, Queen's Road Central (1st Floor),
Entrance—Duddell Street.
Telephone—454.
Canton Agents—T. EDWARDS & Co.

ALL MACHINES on the market, and
ACCESSORIES, AT AGENCY
RATES. Come and make a selection.
REPAIRING, CLEANING and OVER-
HAULING. Two make machines as new.
TYPEWRITING WORK—\$2. per 1,000
words. STENOGRAPHY by arrangement.
TYPEWRITING INSTRUCTION—One
hour's practice daily—\$5 per month.
SHORTHAND INSTRUCTION—Class
daily except SATURDAYS—\$10 per month.
THE TYPEWRITER on Sale—Thousands
of the simple copies from one writing.
Employers are requested to apply to us for
typists; we shall have much pleasure in recom-
mending people having gained efficiency.
T. C. SWABY, Proprietor.
Hongkong, 17th July, 1905. [1576]

RUINANT FERR & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUREN WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1905. [1221]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hewingsham*), daily to an-
d from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms apply
[a241] THE MANAGER.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL - - -	20.00
" JOHN WALKER & SONS' - -	
" OLD HIGHLAND - - -	12.50
" C. P. & CO'S SPECIAL - -	
" BLEND - - -	10.50
PORT WINE, INVALIDS - - -	20.00
" DOURO - - -	13.75
SHERBY, AMOROSO - - -	20.00
" LA TORRE - - -	16.00
BENEDICTINE, D.O.M. - - -	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS. [a54]

THE
LAHMEYER ELECTRICAL CO., LD.

ELECTRIZITAETS AOTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a54]

PHOTO SUPPLIES

DEVELOPING

AND PRINTING

UNDERTAKEN.

GOOD WORK,

PROMPT

RETURN

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

LONG, HING & CO.,

PHOTO GOODS STORE,

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. Fr. BUDACK, Silk Lace Manufacturer.

NEXT DOOR to our former Address.

Hongkong, 16th August, 1904. [a39]

DR. MORSE'S INDIAN ROOT PILLS

CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERBILLS FORD, N. C.

July 3, 1903.

W. H. COMSTOCK CO.
Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,
after several other popular remedies failed. I consider them worth their weight in gold.
Very truly,
D. E. WILSON.

WATKINS, LIMITED,

CHEMISTS AND DRUGGISTS,

AND

AERATED WATER MANUFACTURERS.

(Crown Brand).

APOTHECARIES HALL, HONGKONG. [a38]

SUMMER DRINKS.

HOCKS. WHITE WINES

AND

SAUMUR WINES

MIX EXCELLENTLY WITH AQUARIUS WATER.



Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

Hongkong, 4th July, 1905. [a37]

LANE, CRAWFORD & CO.

REFRIGERATORS

FOR DOMESTIC PURPOSES
SPECIALLY MADE FOR THIS CLIMATE
SOLID TEAKWOOD THROUGHOUT.
PERFECT INSULATION.
\$70.00 EACH

GEM ICE CREAM FREEZERS.

2 4 6 8 quart.

\$6.50 \$10.50 \$12.50 \$16.50

ELECTRO-PLATED ICE BUCKETS FROM \$10.00 EACH.

ELECTRO-PLATED ICE TONGS, PICKS, &c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 13th July, 1905. [a36]

A. TACK & CO.

26, DES VUEX ROAD, CENTRAL, HONGKONG.

FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,
consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,
and cheap Magazine Cameras. Prices considerably reduced. [a46]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Academy Pictures Volume ...	\$5.50	Brassie's Naval Annual ...	\$13.00
Strand Magazine, Volume 29 ...	5.00	Macmillan's Atlas of China and Japan ...	1.00
How to use a Camera ...	0.90	Wood's Natural History, Mammals Birds, Reptiles, Fishes, Insects, &c.; 3 Vols. 24.00	
Lucie and I, by Cecil ...	1.75	Wood's Natural History of Man; 3 Vols. 17.00	
The Storm of London, by Dickory ...	0.80	The Marquess's Eye, by Bradby ...	1.75
The Jackal, by Kernahan ...	1.75	Cassell's History of England in Paris, 1 to 17 Ready; each ...	0.55
Engineer's Training, by Horner ...	7.50	Cassell's Academy Pictures; 4 Parts ...	3.50
The Earl of Elgin, by Geo. M. Wrong ...	3.00		
The Malay Archipelago, by Wallace ...	6.50		
From Tokyo to Tientsin ("Uncensored Letters from the War") ...	4.00		
Text Book of Mechanical Engineering, by Linsell ...	10.50		
Perfect Health, by One Who Has It ...	1.00		
How We Recovered the Ashes (Cricket), by Warner ...	0.90		
Courses of Study, by J. M. Robertson ...	5.90		
Variation of Animal Flies, by Darwin; 2 Vols. ...	4.40		

CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 81, MAIN STREET, YOKOHAMA.

DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a1296]

KELLY & WALSH, LD.

NEW BOOKS BY ENGLISH MAIL.

THE STORM OF LONDON ...	\$0.80	AN INTRODUCTION TO THE HISTORY OF CHINESE PIC- TORIAL ART, by H. A. GILES; Illustrated ...	\$6.00
MILLIONS OF MISCHIEF, by Hendon Hill ...	1.75	A LIST OF THE HIGHER METRO- POLITAN AND PROVINCIAL AUTHORITIES OF CHINA. Compiled by THE CHINESE SECRETARIES, H. B. M. Legation, Peking. Corrected to May 31st, 1905. by S. F. Mayers ...	5.00
WHO GIVES THIS WOMAN, by W. Le Queux ...	1.75	THE PLAY PICTORIAL, Vol. 5 ...	6.50
THE QUEEN'S SHILLING, by Major Arthur Griffiths ...	1.75	DIVISIONS DAY BY DAY, by Benson and Miles ...	5.00
THE SINS OF THE CITY, by W. Le Queux ...	1.75	MODEL SAILING YACHTS ...	0.90
MEMOIRS OF CONSTANTINE DIX, by Barry Pain ...	1.75	AMONG THE CRANKS, by J. Greenwood Electrical Instruments & Testing, by N. H. Schneier ...	4.00
THE MERRY GO-ROUND, by W. S. Maughan ...	1.75	THE SHIP BUILDING INDUSTRY, by David Pollock ...	2.20
CHINESE ART, by S. W. Bushell; Vol. 1. EMPIRE OF THE EAST, OR JAPAN AND RUSSIA AS WAS 1904-5, by Bonnet Barleigh; Cloth 2.50 Paper ...	2.20	FRIDBERGER AND FROBNER'S VETER- INARY PATROLOGY, Trans. by Capt. Hayes; 2 Vols. ...	18.00
THE FAR EASTERN TOPICS. STUDIES IN ADMINISTRATION OF TROPICAL DEPENDENCIES, by Alleyne Ireland Following the Sun Flag, by John Fox Jnr. ...	6.50	THE GUNNER'S POCKET BOOK ...	2.75
KOREA AND HER NEIGHBOURS, by Mrs. Bishop (Isabella Bird); Cheap Edition. Maps and Illustrations ...	4.25		
ESSAYS BY THE MARQUIS OF SALISBURY; Vol. 1. Foreign Politics ...	5.25		
Vol. 2. Biographical ...	5.25		
THE EARL OF ELGIN, by G. M. Wrong ...	3.00		
HOME LIFE IN FRANCE, by Betham Edwards; Illustrated ...	4.50		
THE WORLD'S NAVIES IN BOXER REBELLION, by Lt. C. C. Dix ...	6.50		

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 108, HONG STREET.

OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chioo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fojinotama, Mameda, Mannoura, Onoura Otouji,
Sasahara Tsukikuro, Yoshinotani, Yoshio, Yunkibara, and other Coals.

S. MINAMI, Manager, Hongkong.

INSURANCE

THE STANDARD LIFE OFFICE.
SPECIAL ADVANTAGES.

AMONG others are the following:

- (1) Immediate acceptance and issue of Policy
No provisional acceptance or reference to
Head Office.
- (2) Claims and Surrenders paid, and LOANS
ADVANCED on the spot without
reference home.
- (3) Liberal Paid-up Policies, Surrender and
Loan values.
- (4) Immediate reduction to Home Rates upon
leaving the East either permanently or
for a short period.
- (5) Exceptionally liberal conditions for
payment of premiums in arrears.
- (6) Premiums may be paid in half-yearly or
quarterly instalments without any
addition.

DODWELL & CO., LD.,
Agents.

[a1568-5]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Living accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel
residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

MANAGER.

A. F. DAVIES,
Acting Manager.

[a1061]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 10th June 1902. [a1061]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, elegantly furnished.

Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902. [a146]

CARLTON HOUSE

HOTELS.

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Hotel and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

Apply to—

THE MANAGER.

Hongkong, 7th October, 1904. [194]

VICTORIA HOTEL.

SHAM-KEEN-CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
and Tourists.

WM. FARMER,
Proprietor.

[a1347]

THE AMERICAN SYSTEM

OF

DENTISTRY

DR. M. H. CHAUN.

37, DES VUEX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. 61

THE ANTI-TORTURE ORGANIZATION.

The movement started in Hongkong for the abolition of Torture in China is progressing steadily. We hear that two Ministers have taken up the matter and have distributed pamphlets to the principal Chinese authorities in Peking. The local committee is also active. They have sent copies of pamphlets to all the principal authorities in the 19 provinces of China Proper, and in the outlying territories. They have also sent a letter to Wu Tingfang who has done such meritorious work for legal reform in China.

We have much pleasure in publishing the letter sent by the Committee to H.E. Wu Tingfang, and, thinking it may interest our readers, to have an English translation of the pamphlet published by Mr. Volpicelli, we propose to publish it in an early issue. It is a Chinese translation of the twelfth chapter of Beccaria's famous work on "Crimes and Punishments," which, translated in the principal languages of Europe in the second half of the XVIII. century, brought about with extraordinary rapidity the abolition of torture, then prevalent in most European countries.

The arguments used by the celebrated Italian author are very interesting for us who are now living on the outskirts of the great Empire where unfortunately it is still prevalent. They may even be useful when we happen to meet some old resident whose imperfect mental development has led him to adopt some of the erroneous notions of the country, even those condemned by the most thoughtful and right minded of the Chinese. For, surprising as it seems, we are told that there are still Englishmen who believe that torture is a suitable means of securing evidence in Chinese cases.

The letter to Wu Tingfang read as follows:—

Hongkong, 15th June, 1905.

Excelsior.—Allow us to express our sincere congratulations for the good work you are doing to modify the Criminal Jurisprudence and Procedure of China. Your success in the abolition of "ling-chi" and your proposal for the abolition of Judicial Torture, still under discussion, (as we are informed), represent important landmarks in the present evolution of China. As we have been some time working in the same field, we have much pleasure in offering you all our assistance. We beg to forward you some copies of a pamphlet, containing a translation we considered most opportune at the present moment. It is the translation of the celebrated Chapter XII. of Marquis Beccaria's work on "Crimes and Punishments," a work which, as Your Excellency well knows, was translated in most of the languages of Europe and transformed the Criminal laws of Europe in the XVIII. century.

Perhaps the greatest advantage of international intercourse is the exchange of ideas and historical experiences. The truths discovered by chance or skill in one nation thus become the common property of all mankind, whose progress is therefore rendered more rapid and extensive. We therefore, hope that the thoughts which produced so much good in Europe nearly 150 years ago may assist China in her present state of evolution.

We started our work some months ago, and had the fortune to begin under the auspices of H.R.H. the Duke of the Abruzzi, who graciously consented to preside at our first meeting, and since then we have published the chapter before mentioned in many papers and sent copies of the pamphlet to the principal Metropolitan and Provincial authorities in China, and we shall be most pleased to forward copies either to you or to the addresses you may point out to us.

Movement for the Abolition of Torture in China. Founders' Committee: Z. Volpicelli, Consul General for Italy; J. L. Hoare, Bishop of Victoria; Sir Henry Berkeley, lately Chief Justice; P. de Maria, Fro-Vicar Apostolic. To His Excellency, Wu Ting-fang.

NAVAL "MOUSE-RAPS."

White mice are on the payroll of the British navy and are on duty with a shilling a week. They are used on submarines, three always forming part of a submarine's crew. They are placed near the gasoline tanks to detect any escape of vapour. The white mouse is extremely sensitive to his olfactory nerves. When the submarines are under way the mice are carefully watched. When they set up a continuous squeaking it is time to look to the gas line tanks, for these animals are able to detect the slightest leakage and at once give warning. The Admiralty set great store by these little animals, and insist that they shall be carefully cared for. In addition to the shilling a week pay the mice are given full naval rations. Fearful that the money and rations might lead them to debauchery, the "jockies" considerably draw the mice's money and rations and divide them among themselves. Introduction of the mice has led to a new term in the navy. Submarines are now called "mouse traps."

THE DOCK-ACCOMMODATION IN YOKOHAMA.

The need for further dry-dock accommodation so often expressed by those having control of shipping interests in Yokohama, has been emphasized by the demand which is now being made upon the Dock Company by owners and masters of vessels now in port and in the neighboring harbours of the Empire. And, in view of the increased docking facilities offered by the Mitsui Bishi Yard at Nagasaki, as well as that included in the scheme for the extension of the harbour at the Southern port, a tinge of local interest is given to the subject as showing how the foreign trade of the country is developing notwithstanding the present prolonged conflict. For months past both docks have been fully occupied either in repairing vessels, or slipping them in on the one tide to be cleaned and repainted, and letting them out at the other—Japanese Chamber of Commerce Report.

THE SINKING OF THE "TETARTOS."

PURSER'S NARRATIVE.

Mr. Kato, purser of the German *Tetartos*, which had been chartered by the Onaka Shosen Kaisha and was sunk by the Russian auxiliary cruiser *Tion* on 29th May, has returned to Osaka from Batavia. He describes the incident as follows:—

The *Tetartos* left Otaru on 23rd May, passed the western channel of Tsushima straits on the night of the 23rd, and reached a point 61 nautical miles south-east of Shanghai, Pootung, on the 24th at 5 p.m., when she was stopped by the *Rion*. A body of Russian soldiers and blue-jackets then boarded the steamer and carried away all the important papers. After a while the *Rion* signalled the *Tetartos* to follow her, and we continued steaming until the morning of the 25th when we were instructed to stop. The Russian officers and men of the preceding day returned to our steamer and ordered the crew to leave the vessel in thirty minutes. We were conveyed to the *Rion*, which then fired three shells from a quick-firing gun at the *Tetartos*, the latter finally sinking after an hour. A young Russian officer who could speak English, informed us that the captain had given orders that the Japanese should be kept quiet at all hazards and not be allowed to see any details of the vessel. We, seven Japanese, were then confined in a hold at the bottom of the ship, and furnished with a small quantity of black bread and tinned meat. Seven Germans who had been on board the *Tetartos* were treated as guests, while the 29 Chinese members of the crew were treated as ordinary seamen. Owing to a dense fog, the vessel drifted between Shanghai and the Pescadores for two days. On June 3rd at 5 p.m. the *Rion* discovered a British steamer, and overhauled her threw overboard all contraband articles found on board. It was on that occasion that the Russians appeared to have been informed for the first time of the crushing defeat sustained by their fleet at the hands of the Japanese. The crew of the *Rion* were apparently panic-stricken by the news, and increasing speed of the vessel to 24 knots, ran south via the Linties Islands. On the afternoon of the 7th, she again overhauled a British steamer on the Manila-Hongkong route. But she refrained from sinking the steamer and steamed ahead again at full speed. It was on the 14th that the *Rion* arrived at Batavia, and on the following day she sailed at the jetty, and we Japanese were then released. We left Batavia on the 16th and arrived at Singapore on the 18th by a French steamer, and then proceeded to Hongkong and Japan. At Batavia we saw five Dutch battleships—*Japan Times*.

TRAGIC DISCOVERY ON A GERMAN STEAMER AT KOBE.

NAGASAKI GIRL'S DEAD BODY FOUND. At an early hour yesterday morning, reports the *Kobe Herald* of July 10th, the dead body of a Japanese girl was found on the deck of the German mail steamer *Prinz Waldemar* in an almost naked condition, under circumstances which led to the suspicion that she may have been the victim of foul play.

From enquiries which have been made by the police, it appears that a number of Japanese girls of, for the most part, about seventeen years of age, were conveyed on a lighter by a Japanese named Yoshida Sabachichi to the *Prinz Waldemar*, where they were stowed away in one of the ship's boats, the latter being covered over with a heavy tarpaulin to prevent their presence being discovered. As may readily be imagined, the heat and lack of food soon reduced the unfortunate girls to a miserable condition. With the result that Yoshida, the man in charge of them, seems to have become frightened and disappeared. What happened subsequently among the wretched inmates of the boat is as yet very far from clear, but, as has been said, the body of one of them was found lying on the deck yesterday morning, and the enquiries made by the police, go to show that two lascars, who were concerned in the stowing away of the girls, tied a weight round the victim's body and threw her out of the boat, intending that she should go over the ship's side. To their consternation, however, the body fell on the steamer's deck, where it was shortly afterwards discovered. Whether the girl died in the boat from the heat and want of food, or was murdered there, or was killed by her fall, cannot as yet be said. It may be noted, however, that some of the bones of the neck were found to be broken.

The body was sent away from the *Prinz Waldemar* in a launch soon after 9 o'clock yesterday morning, and handed over to the Water Police. The victim has since been identified as Nakamura Tsuru, from Nagasaki Prefecture, and it is said that she was only fourteen years of age. The police are actively enquiring into this gruesome affair, and have already arrested a man named Kumasawa Meitaro (who has for some time been suspected of connection with the traffic in Japanese girls) of Nishida-machi, Higo, and his female servant, Sagawa Masa, together with two Indians referred to above. Yoshida Sabachichi, who is believed to have taken the girls to the steamer, has not yet been found.

"THE SIMPLE LIFE."

A telegram from Richmond, Virginia, gives an interesting account of the simple life led by Mr. and Mrs. Roosevelt while residing on their newly-acquired farm. The President and his wife arrived there after the 2nd of May had a most strenuous week at Washington trying to bring Russia and Japan together. They dined at a neighbour's, and then walked to their farm, which, being newly acquired, was without domesticities. They spent the night there, a guarded and alone. In the morning Mrs. Roosevelt went down to the kitchen to prepare breakfast. The President's wife found a line of mice in the kitchen, but not a match was to be had. The President also was without matches, but fortunately a Virginia negro passed along, and from him a match was obtained, and the stove soon had a fire blazing in it. What the President and Mrs. Roosevelt ate for breakfast is unknown, but the meal is said to have been simple and democratic.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:— On the 18th at 4 p.m. This morning the typhoon was moving towards N.W. to the W. of Nagasaki. On the 19th at 11.55 p.m. The barometer has risen slightly on the China coast, and fallen a little over the Philippines. The typhoon was probably moved into the W. part of the S. of Japan. The Japanese returns are, however, not yet to hand. Barometer remains low over Luzon and probably another depression is forming in the Pacific. Light variable winds will probably prevail in the Formosa Channel, and moderate N.E. to N.W. winds over the N. part of the China Sea. Forecast:—Light variable winds; fair.

THE CRIMINALS OF SAGHALIEN.

WHAT COULD JAPAN DO WITH THEM?

In view of a possible occupation of Saghalien, the Japanese papers are already discussing the procedure likely to be adopted by this country in regard to its population of Russian criminals. In this connection, the *Yomi* points out that there is now a population of 33,200 on the big island—an island bigger than Kinsu and the *Yomi* rolled into one—and of these 29,000 are Russians. Not ordinary Russians, however. The greater part of them are convicts. A worse or more unmanageable set of men it would be hard to find. Many of them are said to be enrolled as volunteers, and to be divided into small forces of from 60 to 300 each, scattered about at the important places along the coast. The garrison of regulars does not exceed from 700 to 800, so that no great military difficulty is likely to be encountered. The problem will be the subsequent administration of an island with such a population. Our contemporary's view is that a strong hand should be shown from the outset, and that the turbulent spirits should be terrorised into docility. That is certainly one course, but it has the great disadvantage, remarks the *Japan Mail*, that it would expose Japan's administration to severe and probably unjust criticism. The Japanese can not yet afford to treat themselves to the luxury of a free hand. What a European State would do in given conditions without shocking public opinion, may be quite unpalatable for the Japanese. Surely, our Yokohama contemporary contends, the easier and simpler plan would be to deport all these convicts and ticket-of-leave men to Russia? Japan is not bound by any principle of justice or expediency to take over the drags of the Russian population. If she stipulates for the cession of Saghalien, the stipulation can easily carry a rider for the disposal of the Island's Russian inhabitants. Those that have settled down peacefully and are engaged in the pursuit of legitimate industry belong to a special category and need not be disturbed. But every man or woman still undergoing sentence or subject to police surveillance should be handed over to Russia, and their transfer should be a matter of pre-arrangement.

GOVERNMENT CLERK VOLUNTEERS.

The order of succeeding Governments, says the *Times of Ceylon*, that all Government employees in Ceylon should be allowed to attend the Volunteer Camp places the heads of departments in an awkward position, for it is not possible to all departments that every volunteer applying for leave can be spared. It is not the difficulty in that one man has no claim over another to get off, and in an office where about a dozen clerks are volunteers, there is naturally a good deal of grumbling that the work of these employees should be performed by those not disposed to wear the King's uniform. The result is a number of memorandums between the Head of the department and the clerks, and the head himself begins to get very "sick" over the whole business.

"RED TAPE"

The gross misinterpretation by an Australian Customs officer of the Federal Immigration Restriction Act, by which a blind Glasgow manufacturer was prohibited from landing in Tasmania, reminds me that when the famous Rubinstein visited Switzerland for the purpose of giving musical recitals he was obliged to take out a four-shilling licence, like any itinerant musician, permitting him to hold "divertissements musicaux." M. Massenet, the celebrated French composer, was some time ago the recipient of a similar certificate, as citizens of Hamburg of some natural law weakness. When they reached him in France he had to pay a Customs bill, the wreaths coming under the category of "medical plants." An Anglo-American firm in Paris was for years handicapped by the heavy duty demanded on a registering machine imported by them. It was enclosed in an elaborate case and worked by means of a handle. One day they found that by simply reversing the handle they could bring the machine into France by weight, and they learned that by detaching a piece of the case they could pass it through the Customs House as old metal. The scientific apparatus now enters the country in two parcels—the machine in one, the handle and a portion of the case in another; and the whole is catalogued as worthless.

THREAT AGAINST MEMBERS OF PARLIAMENT.

The following is a translation of an Italian letter sent from Glasgow to Mr. J. Wilson, M.P. for the St. Rollox Division:—"Glasgow, June 1, 1905. Dear Sir.—I have just arrived from Paris to help the Italian colony in Scotland with five others; my underlings are ready by casting votes to kill, just as they tried to kill King Alfonso, you, Mr. Cameron Corbett, Mr. Hunter Craig, and your two other associates who are attempting to close on Sundays and at 10 o'clock on other days. The Bill has thrown the whole Italian population of Scotland into consternation. To-morrow morning we leave for Edinburgh, and then we shall come to London, where we shall await the issue of this affair; and if the Italians are compelled to close at 10, as has already been begun in several places in Scotland, and if Sunday closing is passed, your lives will not be worth a flash of lightning. So tell your people to prepare five ropes to strangle us, for we are ready to do the deed, we salute you, and sign ourselves. Long live anarchy.—L. V. Italian chief, P. M. German; M. P. Frenchman; J. M. T. English; J. R. Frenchman. Then follows a pictorial representation of a dagger.

SENSATIONAL AFFAIR AT TOKYO.

About seven weeks ago, says the *Japan Mail*, there died in Tokyo a celebrated poet, Mr. Nozaki. He was also a member of the Lower House, inheriting a talent of leprosy, which, indeed, had declared itself in his person. Mr. Nozaki entered into a compact with his brother, an eminent Professor of the University, and his younger sister that all should remain unmarried so that their family might die with them. In their household, however, was a young student, called Takebayashi Daizaburo, and between him and the young lady an intrigue sprang up. It ended in their marriage with the reluctant consent of the two brothers. But it is a constant of student became irritated and outrageous that he was divorced and expelled from the family circle. By and-by Nozaki's wife died suddenly, and there his story might have ended had not Daizaburo been apprehended on suspicion of murdering a draggish, Konishi. After the examination of the suspect's remains were given for the disinterment of Nozaki's remains, and they are now undergoing chemical analysis. The yellow journals of Tokyo are full of the history. But it may prove a myth after all.

THE BRITISH EMPIRE IN THE FAR EAST.

Mr. Allyn Ireland, read a very interesting paper on "British Empire in the Far East," at a meeting of the Royal Colonial Institute, with Dr. Parkin, C.M.G., in the chair. Mr. Ireland's address ultimately resolved itself into an argument in favour of an economic instead of a political interpretation of tropical civilization.

After drawing attention to the fact that the natives of the tropics have never developed in the thorough sense of their history, any nation's Governments based on a representative institution, Mr. Ireland said: "The facts before us explain several important points in connection with the history of the tropics. We have seen that in so far as the idea of a political development of tropical peoples finds expression in Europe and America, it can be traced to our own sense of the importance of political growth among our own people. It has never occurred to the tropics why our economic conditions have produced the desire for an increasing popular form of Government in not only that economic environment produces suffering which it is hoped may be relieved by legislation, but also that the idea of economic development has been a part of the religion of the tropics. It is clear that, on the one hand, man is urged by the instinct of his economic environment to work in the field of politics, he is, on the other hand, not less urged towards the same course by the influence of his religious sentiments. For, although the natives, the stress, and the anxiety produced by economic pressure are the most apparent, yet there is an effort to secure that they are in fact, founded in a deeper cause. It is the threat that man's growing conviction of economic helplessness will destroy his sense of free will, and thus make him a moral as well as an economic slave, which causes him to struggle so violently in the name of his economic environment. In this struggle he is sustained by all the teachings of the Christian religion, for without the idea of free will Christianity would be an empty creed."

Newspapers have been the cause of all this to the problem of tropical Government, and what principle is to be formulated for our guidance by applying our theory to the conditions of tropical life? It is obvious that, as there has been in Burma, in the Malay Peninsula, and in Borneo, no pressure of population upon the means of subsistence, economic pressure, which is the root of political conditions in a people, has found no place in the annals of those countries. When we turn to India we find a most interesting application of our theory. In India, from very early times, economic pressure has been severe, and to this fact we may trace the existence of the village community, which afforded to small bodies of people the element of representation in regard to the management of petty local affairs. Until after the conquest of India by the British power, the village communities of India were for all practical purposes, self-contained communities, the economic life was conditioned almost entirely by a community operating within the community itself, and hence there never arose any desire from economic causes to carry the political authority of the community beyond its own limits. Again, the extraordinary social conditions of India, and particularly the institution of caste, worked against the progress of any political growth beyond the stage of the village community. But in India, as in Europe, religion has played an important part in determining the course of political evolution. In Europe, as we have seen, the religious conception of free will operated in the same direction as the economic stimulus, and operated with great force. In India, on the other hand, the great mass of the people have always belonged to religions of which the idea of free will forms no part, but of which, on the contrary, the belief in fatalism is the strongest characteristic. It is very evident, then, that a conviction of economic enslavement, so far from outraging the moral sentiments of the people of India, would fit their religious beliefs with the utmost nicety—and it is not less clear that in a community deeply religious as the Indian community, the fatalistic idea would be strong enough to check any tendency towards political activity, even if the economic conditions were such as to suggest such ambitions. In conclusion the principle which seems to stand clearly forth on a consideration of the facts I have presented to you is this, that as economic pressure and Christian morality have been at the root of political progress in Europe, it is useless to expect that there can be any natural growth of political activity in tropical countries until economic pressure and the idea of free will take the place of economic pressure and the philosophy of fatalism. Until those changes occur, every movement in the direction of popular Government in the tropics can rest only upon artificial foundations, and can lead only to failure, disappointment, and social chaos.

HAT MANUFACTURE.

In a few localities in the Philippines a hat is manufactured that is strong and durable rivals the best Panama hats, and in lightness, beauty and finish far exceeds them. This particularly handsome collection is known as Bantual and is woven of the more or less finely shredded strands of the leaf of the Buri palm tree. The strands of this fibre are all trimmed down to a uniform size with a clumsy bolo, but so deftly welded that there is no appreciable difference in the size of the strands in the cheap, coarse hat that retails for twenty cents. In the finest hat the strands are as fine as No. 40 wool cotton, and under a strong magnifying lens reveal no more irregularities than the machine-spun threads.

Some of these hats weigh less than two ounces, may be crushed or twisted without injury and be laundered again and again. The retail price of a fine hat is about \$2.50 although this figure runs up to as much as \$20 for exceptionally fine articles. There has been in the past a more or less erratic export trade in these hats; a few European merchants, having representatives in Manila, building up at one time a demand that exceeded the supply, and then losing it by the substitution of high-priced but inferior articles. The limited export trade is today confined to a few European consulars, who, having once determined the superiority of the Philippine Bantual hat, patiently wait till one is made to their order.

The decadence of the industry is entirely due to a lack of co-operation. It is evident that no shipper, a day to anything like concert among the hat-makers, who supply may be regulated. As the market stands, there are continuous months when the ships are glutted, and then many months of actual hat famine. In a place like Luchan, where there are hundreds of families timed for generations in the hat-making craft, and only requiring co-operation, cohesion, or the practical guidance of a good business director, this industry could be made to flourish as never did. Here too is found not only the labour, but ample and inexhaustible supplies of the Buri palm, abundant and excellent water power, and a climate so balmy and conducive to work, that heavy blankets are an essential to comfort during every night in the year.

THE WEATHER IS MORE SETTLED NOW: LOOK UP YOUR CAMERA.

If you find it to be mouldy send it to us and we shall clean and re-varnish it for you FREE OF CHARGE. Be quick, as cameras sent in after the 25th inst. will be subjected to the usual charges.

LONG, HING & CO., 17, QUEEN'S ROAD.

RUSSIAN PIRATE SHIPS.

Hongkong, 12th July, 1905.

STRONG OPINIONS IN ENGLAND.

The emphatic protest delivered by Sir Charles Hardinge to Count Lamsdorff has elicited a from that sorely perplexed Minister a humiliating confession that the Russian Admiralty is helpless to prevent piratical proceedings by the Volunteer Fleet. There is no attempt to deny that, after the sinking of the *Knight Commander*, a formal undertaking was given by the St. Petersburg Foreign Office that the "incident" should never be repeated. It is further admitted that the *St. Kilda* has been sent to the bottom in precisely the same manner. There is only too much reason to believe that other British merchantmen have been similarly dealt with. The Ministry of Marine doubts, it is true, that the *Oldania* has met with the same fate. But his repudiation of responsibility casts grave doubts on Count Lamsdorff's explicit acknowledgement that the Russian Admiralty cannot communicate with the filibustering craft, as it never knows where they are at any given moment. Their commanders are, consequently, preying on neutral commerce, and paying no regard whatever either to international law or to the laws of their own country. It is much the same situation as when British and Spanish buccanniers and galleons made war upon one another wherever met, even when their respective countries were at peace. But there is one blacker feature in the present system of outrages. The neutral vessels are summarily sunk or captured, and when they make surrender to superior forces, their commanders and crews believe as they have every right to—that the prescriptions of the international code will be strictly complied with. The buccanniers, on the contrary, know that they fought with halteres round their necks, and the suspension of these heavy sea-rovers from the punishment of the statutes was secured as quite in harmony with maritime etiquette. There was no deceit on either side; both recognised the justice of "vae victis."

The *Kuban*, *Terek*, *Dnieper*, and other Russian cruisers are pirates, and nothing less. They have broken loose from the control of their Government, as Count Lamsdorff confesses, and consequently cannot be punished through its instrumentality. But punished they must be in such sharp fashion as to bring their enormities to an end, once for all. Formal intimations should, therefore, be given at once to Count Lamsdorff that, as he acknowledges his inability to prevent a recurrence of such outrages, Great Britain intends to take whatever action seems best calculated to serve that purpose. There is only one kind of action likely to be effective, in restraining the piratical commanders from wreaking vengeance on innocent, unarmed ships. The "lex talionis" should supply the blank in this page of history; any vessel flying the Russian flag which sinks a neutral sea, should be hunted down and subjected to the same treatment. If resistance was offered, the officers and crews would, of course, be tried by the international code for piracy in the country damaged by their monstrous proceedings. It must come to that, if the St. Petersburg Government continues to plead helplessness, whatever other Powers may do, Great Britain cannot, and will not, accord impunity to maritime bandits who contemptuously ignore the plainest prescriptions of civilisation. For a time, only British merchantmen were sunk, but the Russian appetite has evidently been refreshed by what it fed on, and other nationalities have lately been subjected to the same treatment, even including Germany, in spite of the Kaiser's desire to cultivate more friendly relations with his powerful neighbour. But it is of no concern to the greatest of maritime Powers what action other Governments take or leave unattended. Great Britain, fortunately, can police the high seas without alien co-operation, even at the risk of armed hostilities.—*Globe*.

A NEW GERMAN CABLE.

For some years the Eastern Europe Telegraph Company has sought from Turkey a concession for laying down a submarine cable from the Romanian seaport of Kustendji, known as Constantza since 1878, and Constantza. On April 25th the concession for laying the cable was begun by the German telegraph ship *Friedrich*, in the presence of the King and Queen of Romania. This new cable will make Germany independent of foreign cable systems, and in a few years the German system will be extended to the Persian Gulf, to the Red Sea and probably to India. In fact, the *Kaiserliche Zeitung* says, that "through telegraphic communication between Germany and Constantinople by German lines is not the final aim of the new cable."

Attention is drawn to the fact that already several German lines of telegraph are approaching their completion parallel to the Bagdad Railway and right across Asia Minor, and Mesopotamia, and thereby the Berlin and Constantinople line will be extended via Samsat, Angora, Diarbekr, Mossul, and Bagdad to Basra, in Asiatic Turkey, on the Euphrates, and 56 miles from the Persian Gulf, and to Fao, on the Persian Gulf, where the Indo-European cable of the Indian Government ends. When this German project is completed there will be a new telegraph system to compete for the large exchange of communication between Europe and India and Eastern Asia. It is claimed that the new German system will be both quicker and cheaper than those already existing, and German experts anticipate that German enterprises will secure a very large share of telegraphic communication with India. The projected German line of telegraphs to the Persian Gulf has been christened the "E.E.E. Line," because starting from Berlin, it will call at Bremen, Brest, Basra, Baghdad, Baku, and Basra.

LATEST STEAMER MOVEMENTS.

The N.D.L. str. *Borneo* left Sandakan on Sunday, a.m., and may be expected here to-day, p.m. The H.A.L. str. *Sambra*, from Hamburg, left Singapore for this port on the 15th inst., p.m., and may be expected here on the 24th inst., p.m.



CLARETS.

	1 doz.	2 doz.	1 doz.
VIN ORDINAIRE	\$4.75	\$8.75	\$4.75
COTES	5.25	6.25	9.25
MEDOC	5.75	6.75	9.75
ST. EMILION	6.75	7.75	10.75
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.50	11.50	14.50
Cos St. MICHEL	12.50	13.50	16.50
Ch. LEVILLON	13.00	14.00	17.00
Ch. LAROSE	13.00	14.00	17.00

AMERICAN.

CALIFORNIA	\$4.75	\$5.75	\$8.75
ZINFANDEL	5.75	6.75	9.75
SPANISH.			
VALDEPENAS	\$4.75	\$5.75	\$8.75

H. PRICE & CO. 12, QUEEN'S ROAD, CENTRAL.

ROBINSON PIANO Co., LD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS OF THE HIGHEST CLASS.

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES AT

MODERATE PRICES.

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS' EXPERIENCE AS

EXPERTS DEVOTED EXCLUSIVELY TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS AND MANUFACTURERS

IN CHINA, AND STOCK THE GREATEST VARIETY OF

MAKES.

Hongkong, 9th June, 1905. [1863]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

OLEY'S, SCHULTZ'S, AMBERITE AND KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE-CHILLED SHOT in all sizes, Nos. 10 to 5555. AIR GUNS and AMMUNITION in variety. WM. SCHMIDT & CO. Hongkong 28th November, 1902. 100

DR. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel) Hongkong, 5th 1905. 1370

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and special business matters to the Editor.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.R.O., 5th Rd. Liekei.

P.O. Box 33. Telephone No 12

NEW ADVERTISEMENTS

TO LET

No. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 20th July, 1905. [1707]

HONGKONG ICE COMPANY, LIMITED

NOTICE

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per share. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after Wednesday the 2nd August.

THE TRANSFER BOOKS will be open from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & CO.
General Managers.
Hongkong, 18th July, 1905. [1708]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 49.

ROCK TO THE NORTH OF LAMOOKS.

THE following information has this day been received from the Commander of H.B.M.'s surveying ship *Waterwitch*:
"A rock with 20 feet over it at L. W. O. S. and depth of 8 to 17 fathoms close round is situated in the following position—
From the Rock—
Lamook Island High Light bears S. 7° W. Centre of Dome Island bears S. 65° W. dist. 11 1/2 miles.
North Point Nomon Island bears N. 73° W. The rock is marked by tide rips during the strength of the tide. The lead gives no warning of approach.
Bearings are Magnetic.
Lat 23° 29' N.
Long 117° 19' E.

C. P. LYNBORG,
Acting Harbour Master.

Approved: FRANK SMITH,

Acting Commissioner of Customs.

Custom House, Swatow, 17th July, 1905. [1709]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 29 of 1905.

Re CHAN LEUNG CHAM alias CHAN KIM SHIN lately trading at No. 390

Des Vaux Road Central, Victoria

Hongkong, Merchants.

NOTICE IS HEREBY GIVEN that all

Creditors who have claims against the

above named debtor CHAN LEUNG CHAM

alias CHAN KIM SHIN should file the proof of

their claim with the undersigned within 7 days

from this date.

G. H. WAKEMAN,

Official Receiver.

Dated the 19th day of July, 1905. [1710]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALACCA"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ, COLOMBO

AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out, Marked by Mark,

and delivery can be obtained as soon as the

Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. *Moldavia*.

Optional Goods will be landed here unless

instructions are given to the contrary before

4 P.M. To-day.

Goods not cleared by the 25th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the God-

owns for examination by the Consignee and the

Company's representatives at an appointed

time. All Claims must be presented within

ten days of the steamer's arrival here after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 19th July, 1905. [1]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID,

SUEZ, ADEN, BOMBAY, COLOMBO,

PENANG AND SINGAPORE.

THE Company's Steamship

"AUSTRIA"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed

at their risk, into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Limited, where delivery may be obtained.

This Vessel brings on Cargo—

From Venice ex s.s. *Espero*, transhipped at

Trieste.

From Zanzibar ex s.s. *Africa*, transhipped

at Aden.

Optional Cargo will be discharged here unless

notice to the contrary be given immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the Office of the undersigned before

Noon, on the 25th July, or they will not be

recognised.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the

25th July, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WILBER & CO.,

Agents.

Hongkong, 18th July, 1905. [13]

NEW ADVERTISEMENTS

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship

"SACHSEN,"

Captain v. Letten-Petersen, will leave for

Europe TO-DAY, the 29th inst., at 4 P.M.

For Further Particulars, apply to

NORDDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 19th July, 1905. [15]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Olfert, will be despatched for the

above ports on TUESDAY 25th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.,

Agents.

Hongkong, 20th July, 1905. [1638]

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland

Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania,

&c.)

THE Steamship

"EMPIRE,"

Captain Holmes, will be despatched for the

above ports on WEDNESDAY, the 9th

August, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Pro-

visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A daily qualified Surgeon and Stewardess

are carried.

N.B.—To assure the additional comfort of

passengers the Steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 19th July, 1905. [1704]

INTIMATIONS.

THE EVENT OF THE SEASON.

TO-NIGHT (THURSDAY), 29th JULY

SANDOW.

THE PERFECT MAN

and exponent of Physical Culture,

And his GRÆCO-ROMAN ARCHA.

SUPPORTED BY HIS PUPILS OF ALL

NATIONS.

SANDOW will appear nightly from 9.15

to 10.15 for the benefit of those living out

of town.

From 10.30 to 11.45 athletic displays by the

pupils.

Plan at the ROBINSON COMPANY.

PRICES:—\$3, \$2 and \$1.

Doors Open 8 P.M. Overture 9.15 P.M.

A Special Car will run to the Peak every

night 15 minutes after the Performance.

Hongkong, 14th July, 1905. [1673]

CINEMATOGRAPH SHOW

OF THE

RUSSO-JAPANESE WAR.

NAVAL AND MILITARY BATTLES.

Two Shows Each Evening.

7.30 to 9 P.M. and 9.15 to 11 P.M.

1st Class—50 cents; 2nd Class—30 cents;

3rd Class—15 cents.

TENT OPPOSITE CENTRAL

MARKET.

JAPANESE CINEMATOGRAPH CO.

Hongkong, 18th July, 1905. [1695]

NOTICE

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

MR. WILLIAM WILSON has this day

assumed charge of the Company as

Acting Chief Manager during the absence on

leave of Mr. W. B. DIXON, or until further

notice.

By Order of the Board of Directors.

C. P. CHATER,

Chairman.

Hongkong, 13th July, 1905. [1668]

NOTICE

THE HONGKONG AND CHINA GAS

COMPANY, LIMITED, beg to notify

the public that in addition to the recent

REDUCTION IN PRICE OF GAS TO

\$3.00 PER THOUSAND cubic feet, they now

offer the following FAVOURABLE TERMS

TO INTERESTING CONSUMERS:—

1. SERVICES up to 50 feet in length will

be laid FREE.

2. NO CHARGE will be made for METER-

FIXING.

THESE CONCESSIONS will only apply

to houses in which the work of fitting lateral

pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting

will be supplied WITHOUT COST to intend-

ing or existing customers.

The Company hire or sell all kinds of Gas

fittings whether for Heating, Cooking or

Lighting, and INVITE INSPECTION of

their Stock at their NEW SHOW ROOMS at

WEST POINT.

GEORGE CURRY,

Local Secretary.

Hongkong, 14th June, 1905. [1441]

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China

the Philippine Islands and the

Republic of Panama.

CAPITAL AND RESERVE FUND—Gold \$10,000,000

AUTHORIZED CAPITAL—Gold \$10,000,000

RESERVE FUND—Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,

LIMITED.

UNION OF LONDON AND SMITH'S BANK,

LIMITED.

BRITISH LINEN COMPANY BANK

The Corporation transacts every description

of Banking and Exchange business, receives

money in Current Account and accepts Fixed

Deposits at rates which may be ascertained on

application.

CHARLES R. SCOTT,

Manager.

20, Des Vaux Road,

Hongkong, 26th May, 1905. [1632]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-

ducted by the HONGKONG AND SHANGHAI

BAH BANKING CORPORATION. Rules

may be obtained on application.

INTEREST on Deposits is allowed at 3

PER CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902

THE YOKOHAMA SPECIE BANK

LIMITED.

ESTABLISHED 1850.

CAPITAL SUBSCRIBED—Yen 24,000,000

CAPITAL PAID-UP—" 18,000,000

CAPITAL UNPAID-UP—" 6,000,000

RESERVE FUND—" 9,720,000

SHIPPING OF THE PHILIPPINE ISLANDS.

BY MR. H. MCCOY, DEPUTY COLLECTOR OF CUSTOMS FOR THE PHILIPPINE ISLANDS.

The title of this article is probably a misnomer, for practically the Philippine Islands have no shipping. The coastwise fleet consists of comparatively few vessels, inoperative in number, to handle the business of the islands at reasonable rates, expensive in operation and lacking to some extent at least a minimum personnel of experience and training. There are no vessels of Philippine registry in the carrying trade between the islands and foreign ports; all the commerce, import and export, coming and going in foreign bottoms.

At this point a few statistics may illuminate the statement. The above and establish a point from which to view the shipping conditions and possibilities. During the year 1904, 356 vessels, having a net registered tonnage of 1,095,388 tons, entered the port of Manila, bringing freight aggregating 623,092 tons, valued at \$25,841,208. Of this, import tonnage 75,095 tons, valued at \$4,915,543 was from the United States, and 2,725 tons, valued at \$354,007 was from Hongkong. This Hongkong tonnage does not represent the quantity actually carried by the Hongkong-Manila steamers, as it does not include foreign transit cargo transhipped at that port for Manila and other Philippine ports. Of these vessels 82, with a registered tonnage of 254,407 tons, were of American registry, arriving from the United States, and 194 with a registered tonnage of 206,527 tons were of foreign registry arriving from Hongkong. Of the import tonnage brought to Manila, merchandise to the value of \$2,326,429, or less than fifty per cent. of the importations from the United States, arrived in American vessels; and merchandise to the value of \$301,420 (a trifle over one per cent. of the total) was carried in vessels of the Philippine Islands and consisted mainly of rice cargoes imported from Saigon.

The export trade of the islands shows practically the same conditions and proportions. During the year there was exported from the port of Manila, 102,493 tons of merchandise valued at \$22,561,492. Of this 49,564 tons valued at \$5,813,742 went to the United States, and 9,076 tons, valued at \$1,192,292, went to Hongkong. Again the Hongkong tonnage does not correctly represent the shipments to or through that port, as transit cargoes are not included therein. Of the total exports only \$2,111,092 was carried in American bottoms, and none in vessels of the Philippine Islands.

From the above exhibit the conclusion is easily and readily drawn that we in the islands are at the mercy of foreign shipowners both as to our import and export carrying trade, that we can have no effect upon its conditions nor voice in its operation or control, and the payment of freight charges, both incoming and outgoing, is a continual charge against our production.

The causes of the present shipping conditions are easy of determination. Up to and including the present moment no facilities for the building of modern ships exist in the Philippine Islands, and none can exist till a long step in advancement has been taken as to material conditions. Commercially speaking, no coal is mined or produced in the Philippine Islands and coal necessary for the operation of steam vessels as well as all kinds of machinery and manufacturing plants is brought from foreign countries. Under the Spanish government a majority of the officers of coastwise vessels were Spanish subjects rather than Philippine citizens. No effort had apparently ever been made to educate and develop competent ship officers and engineers, and many of the officers of coastwise vessels are still Spanish subjects who were sailing from the Philippine Islands on April 31, 1898, and who were then serving as ship officers in the coastwise trade.

By an act of Congress approved April 15, 1904, it is provided that "On and after July 1, 1906, no merchandise except supplies for the Army or Navy shall be transported by sea, under penalty of forfeiture thereof, between ports of the United States and ports or places in the Philippine Archipelago, directly, or via foreign port or for any part of the voyage, in any other vessel than a vessel of the United States; but this section shall not be construed to prohibit the sailing of any foreign vessel between any port of the United States and any port or place in the Philippine Archipelago, provided that no merchandise other than that imported in such vessels from some foreign port, which has been specified on the manifest as for another port and which shall not have been unloaded, shall be carried between a port of the United States and a port or place in the Philippine Archipelago." Under the terms of this law, on and after July 1, 1906, the Philippine Islands, for the purpose of trade between the United States and the islands, practically become a part of the coastwise trade of the United States, and all commerce between the United States and the islands must be carried on in American vessels; if being presumed that vessels of the Philippine Islands registered there and flying the American flag will be construed to be vessels of the United States. The effect of this law upon the trade between the islands and the home country is problematical.

We exported to the United States in the year 1904, \$8,813,742 worth of Philippine products, of which \$1,806,557, or about 20 per cent., was carried in American vessels. These exports consisted mainly of hemp, the value of which articles shipped to the United States being \$2,717,008 United States currency, leaving but \$60,000 to be accounted for by other articles of Philippine production. Apparently the act of Congress above quoted will not have an injurious effect as far as the exports of the islands to the United States are concerned, unless it should increase freight rates on Manila hemp as to compel users of hemp in the United States to find a substitute therefor. Neither can it seriously or injuriously affect the Philippine in the matter of imports from the United States, for reason that if freight rates are advanced on articles imported from the United States the merchants doing business here will cease to buy in the United States and will transfer their trade elsewhere, so that it is fair to presume that the effects of this law, if felt by any one, will be felt by the people of the Philippine Islands, and not by the Philippine Islands.

The wisdom of this act of Congress is justified by the desire to retain in the hands of our own people, by those residing in the United States and in the Philippine Islands, the carrying of our own products and manufactures between our own ports, and it is undoubtedly true that, as the carrying trade demands it, a sufficient number of vessels will be engaged in the trade between the United States and the Philippine Islands to transport cheaply and economically the cargoes offered, and that this fleet of vessels will be augmented as the increase in the business demands.

The coastwise fleet of the Philippine Islands consists of 510 vessels ranging from 20 to 600 tons, the greater part of these being steamers and sailing vessels of comparatively small tonnage. In addition to these vessels there are several hundred small vessels under fifteen tons gross which operate under what is known as special coastwise licenses, and which are at the

present time limited in their operations to certain parts of the coast line of the Islands.

The Philippine Islands have a coast line of over 11,000 miles, more than double that of the United States. We are without railroads except the line between Manila and Dagupan, and no wagon roads exist over which our trade can be transported. For these reasons among others the flow of inter-island trade and travel is controlled by, and dependent upon, such coastwise vessels as are available for service.

If these vessels are adequate, and transport freight and passengers at reasonable rates, and if they furnish service to all parts of the islands, production will increase, business revive, and conditions become better. If, however, the service is not equal to the demands, or if the rates charged are exorbitant, production will decline or remain stationary, and business languish. The lack of transportation facilities and the lack of means whereby products may be readily forwarded to market has unquestionably retarded development and production, and no great progress, commercially or otherwise, can be hoped for or expected till more rapid and less expensive transportation facilities are provided.

The Government is apparently willing and anxious to advance material conditions in every possible way, and is also ready to foster and protect the interests of the people to every possible extent. The shipping interest is, primarily, the interest of the inhabitants of the island and they are the ones who are charged with the responsibility of its development and betterment. The Government may establish technical schools for the training of young men as navigators and engineers; it may build wharves and piers; improve harbours and build lighthouses; but it probably will not build, own and operate vessels. This must be done by the people.

The present laws provide that vessels may operate in the coastwise trade provided they are owned, "1. By a citizen of the United States residing in the Philippine Islands, or a corporation or company created under the laws of the United States, or any state thereof, or of the Philippine Islands, provided that any duly authorized officer of such corporation or company, or the managing agent or master of the vessel for which the license is sought, resides in the Philippine Islands; 2. A native inhabitant of the Philippine Islands, upon taking the oath of allegiance to the United States; 3. A resident of the Philippine Islands before April 11, 1898, hitherto a subject of Spain, upon abjuring his allegiance to the crown of Spain, and taking the oath of allegiance to the United States; provided such vessels are registered and take out the necessary license to engage in the coastwise trade. Practically, this reserves to the inhabitants of the Philippine Islands all rights to engage in the inter-island carrying trade, and puts upon them the burden and responsibility of providing a coastwise fleet adequate to handle the business of the islands as it at present exists, and to provide sufficient and adequate increase to the fleet as business conditions demand; bearing in mind always the fact that increased production and development must be encouraged and stimulated by transportation and communication facilities. Up to the present time the provisions of the law have not, apparently, had the desired effect, and no radical change in the commercial or material development of the islands will occur till it is encouraged and fostered by improved facilities.

If we cannot build vessels in the Philippine Islands we can at least own them, and no reason exists at the present time why vessels for the coastwise trade and, for that matter, for the foreign trade, cannot be purchased abroad by one of the classes of citizens authorized to own and operate vessels, brought to the Philippine Islands and registered therein. This, to my mind, would be infinitely better than to allow the present conditions to exist without an effort being made to improve them. As long as it is necessary to import the immense quantities of food products, especially rice, which are annually brought into the Philippine Islands there is apparently no reason why such food products should not at least be carried in vessels of the Philippine Islands. This would save to us the immense sum of money which is now paid out for carrying charges, and would furnish employment to a large number of seamen.

Neither is any reason seen why vessels of the Philippine Islands should not control the immense carrying trade between our ports and the port of Hongkong, and again save to the people of the islands the freight charges now being paid to these vessels. European cargo at the present time is being transhipped in foreign vessels from the port of Singapore to the ports of Iloilo and Cebu, instead of being brought to Manila and shipped to Iloilo and Cebu by coastwise vessels, for the reason that a cheaper rate of freight can be obtained out of Singapore than can be obtained out of Manila, and this is one of the best illustrations of the expensive operations of the coastwise trade. It is a condition that badly needs a remedy, and that remedy is, primarily, increase in the number of ships, increased efficiency in both officers and crews, and a material and decided decrease in the cost of operation.

The Government is spending immense sums of money in the improvement of the ports at Manila, Iloilo and Cebu, and at all three of these ports it is building docks and piers and providing improved facilities for the landing and discharge of both foreign and coastwise ships. Unless the people take advantage of these improvements the material benefit will go to the owners of the foreign ships which enter these ports.

No nation or people have become great, prosperous or influential among the nations of the world without first becoming powerful on the seas, and without a merchant marine capable of carrying its products and manufactures to other countries and returning with the merchandise received in exchange. The Dutch Republic was a power in the world because her products of other countries to the world's markets. She sank almost to insignificance after her fleets were destroyed by the growing power of England. Spain and France were shown of their influence by the same great sea power, and all three nations were deprived of their colonies and almost all their commerce by the English people. Japan within the last fifty years has risen to prominence in the world's affairs primarily on account of her development on the sea, and her recent wonderful success is due to her ability to control the seas against her enemy, and to transport in her own vessels soldiers and supplies. The protection which our commerce needs is at hand in the navy of the United States. The only thing which remains to be done is the development of the carrying trade, and this rests solely and entirely with the people. Will they take advantage of it, or not?—Daily Bulletin's Third Annual.

THE JAPAN SOCIETY.

The 14th annual meeting of the Japan Society was held on June 16th at 20, Hanover-square, W., under the presidency of Mr. Charles Holmes. The chairman, in opening the proceedings, observed that the meeting could congratulate itself on the success of the society during the past year. An increase had taken place in the number of members, and the nature of the work done had been very satisfactory. Mr. Paul Power, the hon. treasurer, submitted the statement of accounts, and said that the Japan Red Cross Fund at the present time amounted to £2,150. The hon. secretary's report stated that during the past year the society had lost 31 members, but 124 new members had been elected, bringing the total number of members on the books up to 1,346. The last dinner of the society was the most successful that had been held—Lord Redesdale was elected a vice-president. In conclusion, the report stated that a garden party would be held at the Royal Botanic Gardens on June 27th in honour of Prince and Princess Arisugawa of Japan. The report of the hon. librarian was presented. It showed that the library was increasing and that the number of books taken out for reference was very much increased. These reports were adopted. The chairman said that the garden party referred to in the secretary's report would be a brilliant gathering. As to the exhibition of Japanese armor, it was probable that it would be opened on June 29th at 6a, Pall-mall. The officers were re-elected, and a vote of thanks to the chairman closed the proceedings.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTON'S, KOWLOON STORE, No. 38, ELGIN ROAD, and Mr. AH YAU'S, FERRY WHARF, STALL. Price 15 cents per copy cash.

Hongkong, 22nd December, 1904.

MANILA, THE TRADE CENTRE OF THE ORIENT.

[BY MAJOR-GENERAL HENRY C. CORBIN.]

The importance of Manila as a shipping center depends not alone on the agricultural and mineral resources of the country, but on the facilities at this port for handling goods with the object of transshipping them to America, China, Japan, Coochin China, the Straits Settlements, Java, Borneo, India and the Islands of Oceania and Australia.

The city's geographical location, her great harbor and the new dock system, which, when completed, will permit the largest ocean-going steamer to tie up alongside, all indicate that this port will be the trade centre of the Orient within the next few years, if sufficient encouragement is given to commercial interests.

Manila is two days from Hongkong, five from Colombo, and thirteen from Sydney. Navigable waters wash the shores of a thousand cities and towns through which pass the entire over-seas trade of the most densely populated portions of the world, and Manila stands at the gateway of this vast trade. In little more than a half century, Hongkong, nourished alone by the trade which passed from ship to ship in her harbor, has grown to be a great commercial city. A large portion of that business belongs by natural right to Manila.

Within a very short time this port will be provided with modern docks. These will make much greater economy in the handling of cargo and this city will be the only one along the China coast possessing such facilities. At Shanghai, the metropolis of Northern China, the large steamers cannot approach within fifteen miles of the city, and the cargoes must be transhipped by junks, launches or river steamers. At Hongkong the steamers must tie up in the harbor, the city not being provided with docks, and cargoes are the same at Singapore. But with the completion of the new docks here conditions will be materially different. The ships may then go alongside and take their freight with the same facility they could in New York or Liverpool.

What is most needed is a system of bonded warehouses, the large firms of the United States shipping their goods seaward, cultivate the trade of Asia and Oceania. A large stock of goods should be kept on hand here, and should, Hongkong, for example, require a shipment of American goods, merchants of that city would be able to secure a supply within sixty hours, instead of thirty days, the shortest possible time they can now be had from San Francisco on cable order. The fact that large stocks of American-made goods were on storage here would operate greatly in favor of an American trade in the Orient.

It is important to further these interests to establish in Manila harbour a "free zone," a certain portion of which would be designated as a free port and into which vessels might enter with cargo intended for reshipment to ports or places outside of the Philippine Islands, and such entrance should be made without payment of dues prescribed for vessels carrying other cargo. But with the completion of the new docks here conditions will be materially different. The ships may then go alongside and take their freight with the same facility they could in New York or Liverpool.

With the development of Manila into the shipping centre of the Far East would come a great increase in the business of the smaller lines of vessels.

Logically, Manila should be the terminus of the big trans-Pacific liners, which should come directly here, and would probably do so if Manila was the distributing centre. The trip could be made in from thirteen to sixteen days, in itself no inconsequential detail, bringing us, as it would, so much nearer the markets of the United States. With the mammoth liners now on the Pacific bringing freight to Manila for distribution to the Asiatic ports, it may readily be seen how the business of the smaller shipping lines would be increased.

The improvement of the port of Manila means much for the future commercial prosperity of the Philippine Islands. Experience with the transport service, the system of lightering in vogue, and many other awkward details in the problem of getting goods and army supplies from ship to shore, showed plainly in the very first months of American occupation that the importance of this city as a shipping port would remain comparatively low unless modern docking facilities were provided. The money that has been paid for this great work is but little compared to the good that will result to the commerce and shipping of the United States and the Philippine Islands, to say nothing of savings to the government and revenues resulting in the commercial activity here.

The full development of this harbour, with reasonable rules for the government of shipmasters, will be of significance of very great importance, and will be far reaching in effect both here and at home, and give our people advantages in the Orient that will make our commerce the first of all the nations.—Daily Bulletin's Annual.

THE JAPAN SOCIETY.

The 14th annual meeting of the Japan Society was held on June 16th at 20, Hanover-square, W., under the presidency of Mr. Charles Holmes. The chairman, in opening the proceedings, observed that the meeting could congratulate itself on the success of the society during the past year. An increase had taken place in the number of members, and the nature of the work done had been very satisfactory. Mr. Paul Power, the hon. treasurer, submitted the statement of accounts, and said that the Japan Red Cross Fund at the present time amounted to £2,150. The hon. secretary's report stated that during the past year the society had lost 31 members, but 124 new members had been elected, bringing the total number of members on the books up to 1,346. The last dinner of the society was the most successful that had been held—Lord Redesdale was elected a vice-president. In conclusion, the report stated that a garden party would be held at the Royal Botanic Gardens on June 27th in honour of Prince and Princess Arisugawa of Japan. The report of the hon. librarian was presented. It showed that the library was increasing and that the number of books taken out for reference was very much increased. These reports were adopted. The chairman said that the garden party referred to in the secretary's report would be a brilliant gathering. As to the exhibition of Japanese armor, it was probable that it would be opened on June 29th at 6a, Pall-mall. The officers were re-elected, and a vote of thanks to the chairman closed the proceedings.

THE JAPAN SOCIETY.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTON'S, KOWLOON STORE, No. 38, ELGIN ROAD, and Mr. AH YAU'S, FERRY WHARF, STALL. Price 15 cents per copy cash.

Hongkong, 22nd December, 1904.

CHARIVARIA FROM "PUNCH."

We live in revolutionary times. The representative of the War Office in the House of Lords has declared that a letter written by the Duke of Wellington on the subject of national defence cannot now be considered up-to-date.

The Army Council, too, is awake to the danger arising from our shortage of officers. King Alfonso of Spain has been appointed a British General.

The provincial journal which, the other day, published the following paragraph—"Private letters from Malaga state that two cyclists have visited the island, causing the loss of 200 lives and immense damage to property," and followed it up with a leader virulently attacking motor cyclists, now informs us that the word should have been "cyclones." The printer has been warned.

Mr. Balfour has declared the invasion of England to be impossible, but to make assurance doubly sure, the House of Lords will be persuaded. Personally, we think it would have been much better, if Mr. Balfour had not let it be known that a successful invasion is impossible, but had allowed the invaders to come, and then defeated them.

Another bold stroke has happily been averted. A woman fied for drunkenness at Hull made the attempt, and the magistrate just ducked in time, and the boat missed his head by an inch.

Answer to a correspondent.—Yes, formerly the House of Lords was the final Court of Appeal, but now there is the Daily Mail.

"The Russian Army has worked like a machine," remarked a Russophile, the other day. A flying machine?

AMERICAN COMMENT ON LORD ROBERTS' CRITICISM.

It is refreshing to read in the cables that Earl Roberts, the foremost soldier of Europe, says that the British army is unprepared for a prolonged struggle with a great Power. It is a great relief to tell the parliament this. It is so much easier to play on the patriotic passion by heroes, so much less bothersome to say that our country is invincible, so less productive of argument to apostrophize the flag—than it is to tell the truth of our national weaknesses—that one feels a mental brace at the plain words of such a distinguished fighter and statesman as Earl Roberts.

And statements of this kind are the forerunners of efforts to strengthen. They are the begotten of work for betterment. They puncture the dreamy fabric of supposed invincibility and make for large and perfect plans. All the world knows that Great Britain has a magnificent army and navy; that her soldiers are born combatants, and the centuries past have proved their ability and bravery on a thousand fields.

But nations degenerate. Reliance on strength breeds carelessness. And this is what Lord Roberts would check. He knows that within at the most a decade the Lion must face the Bear on the borders of India. He would have his country ready for the fray; he would keep the forces of Britain at their maximum of preparedness, and Britain will do well to heed this old man who for 50 years has fought for her.

There is a lesson for America here. We are too confident of our resources. There is fast rising into overwhelming prominence in the Orient a Power which fate may ordain to be our rival and perhaps our enemy. Speak softly and carry a big stick.

But the stick should be of dynamite.—Manila Tribune.

THE SEOUL-PUSAN RAILWAY.

The completion of this important line of communication is a event of international importance, for it marks a definite period in the construction of a through line that will connect Pusan with the whole of Europe. The trip from Tokyo to London will then require but a few hours of sea travel. The Korean Straits and the Straits of Dover are the Eastern and Western sea barriers which separate the two Island Empires from the great continent. To think that only a few miles of track require to be laid before this stupendous piece of work is completed is almost enough to take one's breath away. A few years ago it was laughed at as being the dream of a fanatic. To-day it is an accomplished fact. The dreams of yesterday are the realities of to-day.—Yokohama C. of C. Report.

COMPRADORE WANTED.

WANTED a COMPRADORE by an European firm doing piece goods and general business. Must furnish security for \$50,000.

Apply by letter to—R. S. T. Care of Daily Press Office, Hongkong, 6th July, 1905. [1610]

TUITION.

LESSONS given in English. Apply—P. O. BOX 335, Hongkong, 4th July, 1905. [1594]

HONGKONG BUSINESS DIRECTORY.

IRON-MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.

37 & 37, King Loong Street (1st Street, West of Central Market).

PHOTOGRAPHER.

M. MUNEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also coloring Photos and painted Photos. Views of China and Manila. Work done for Amateurs; 11c. 8a, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE. Proofes read by Englishmen.

STOREKEEPERS.

BISMARCK & CO., Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shipbuilders, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants. 87 88 & 89, Connaught Road, New Praya Central.

GREGOR & CO.,

31, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

BRANDIES

FROM

MARIE BRIZARD & ROGER, COGNAC.

FROM \$19.20 TO \$126.00 PER DOZEN.

THE LARGEST AND MOST VARIED STOCK OF BRANDY IN THE EAST.

[45-18]

Make hair light and fluffy. Stops itching instantly.

GOING! GOING!! GONE!!!





HERPICIDE WILL SAVE IT. HERPICIDE WILL SAVE IT. YOU LATE FOR HERPICIDE.

NEWBRO'S HERPICIDE

The Original Remedy that "Kills the Dandruff Germ."

DON'T BLAME YOUR MIRROR

Many ladies complain their mirrors to bear all when to needless hair destruction. Day after marvelous results. An exquisite hair dressing.

Only 50c. a bottle.

A. S. WATSON & Co.,—HONGKONG, SPECIAL AGENTS. Applications at prominent barber shops.

1106-10

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO. ALEXANDRIA & CAIRO, EGYPT. FINEST EGYPTIAN CIGARETTES.



TRADE

MARK

SOLE AGENTS FOR HONGKONG

KRUSE & CO., CONNAUGHT HOUSE

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTE, "Braeside," 20, Macdonnell Road, (late of "Fung Yuen.") [1533]

Hongkong, 27th June, 1905.

TO LET. FURNISHED ROOM with Board in Private Family.

Apply—J. D. Care of Daily Press Office, Hongkong, 22nd June, 1905. [1498]

TO LET. FURNISHED ROOM with Board, Tennis Court. Near Ferry, Kowloon.

Apply—"S. S." Care of Daily Press Office, Hongkong, 3rd June, 1905. [1384]

BOARD AND RESIDENCE.

M. S. GILLANDEB, "GLENWOOD," 27, CAINE ROAD.

Hongkong, 19th March, 1904. [761]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEV, Manager, 1st Floor, 37, Connaught Road, Hongkong, 14th June, 1905. [1433]

THE DIRECTORY AND CHRONICLE FOR 1905

Complete Edition ... \$10.00 Small ... 5.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

INSURANCES

NORTH BRITISH AND MERICAN TITLE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904, £17,161,290.

1. AUTHORIZED CAPITAL... £3,000,000 SUBSCRIBED CAPITAL... 2,750,000 PAID-UP CAPITAL... 687,500 0 0 II. FINE FUNDS... 3,001,256 12 9

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 30th June, 1905. [1567]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against FIRE at current rates.

SIEMSEN & CO., Hongkong, 1st January, 1904. [18]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. [181]

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERED, LACED, SILKS, PONGEES, GLASS LINES, SHAWLS, HANDKERCHIEFS, BRACKETS, TIES, &c.

LEON FURNITURE AND FANCY GOODS, No. 82, QUEEN'S ROAD CENTRAL, Any Order Promptly Attended To Hongkong, 12th January, 1905.

QUAN WAH & CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENT Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th January, 1905. [1632]

